In The Detailed Description of the Preferred Embodiment:

Please replace paragraph [0013] as follows:

[0013] ~~FIGURE 1 is a vehicle braking system in accordance with one embodiment of the present invention~~ Figure 1A illustrates the friction component of braking system of Figure 1 in a first state, Figure 1B illustrates the friction component of braking system of Figure 1 in a second state, and Figure 1C illustrates the friction component of braking system of Figure 1 in a third state;

Please replace page paragraph [0026] as follows:

The controller 64 responds to the received signals by determining if the vehicle 11 is approaching another vehicle or ~~objectfaster~~ object faster than a certain predetermined rate. If an operational parameter of the controller 64 occurred faster than the predetermined rate programmed into the controller 64 (i.e. the threat of collision is high), the controller 64 signals the friction component (brake pad 35) within the brakes 14 to move from the first position to the second position. The controller 64 accomplishes this by generating a pre-charge request signal that activates the functions of the master cylinder 74. Preferably, the aforementioned predetermined rate is one that indicates that the driver of the vehicle 11 is or should be about to apply the brakes, such as during a collision situation.

Please amend page 8, paragraph [0028] as follows:

[0028] In one embodiment of the present invention, the brakes 14 further include a third state, wherein the friction component 35 is positioned a third distance from the wheel 12. The controller 64 moves the friction component 35 from the first state (illustrated in Figure 1A) or the second state (illustrated in Figure 1B) to the third state (illustrated in Figure 1C) as a function of the high threat of collision determined from the threat of collision prediction signal and a signal indicating that a throttle pedal has been released. This movement to this third state is a second-stage pre-charging operation.

Please amend page 9, paragraph [0030] as follows:

[0028] Movement of the friction component 35 is halted through throttle pedal activation or in response to the vehicle near a limit of handling point (in other words a point at which the vehicle cannot be safely handled by a driver due to, for example, vehicle speed) regardless of an estimated threat, and movement of the friction component 35 is inhibited in response to failure of the vehicle braking system 10, the vehicle speed sensor 44 or the proximity sensor 46.

Please amend page 13, paragraph [0045], line 5 as follows:

[0045] In operation block 108, once the controller 64 is activated, a small amount of fluid is forced from the brake fluid line 40 and into the bore 42 in order to move the brake pad 35 closer to the rotor 34. The brakes 14 are therefore in the second position at the ~~second distance 26 from the rotor 34~~, which is closer to the rotor 34 than the first position. The second position may place the brake pad 35 in engagement with the rotor 34, but the brake pad 35 in the second position does not significantly inhibit rotation of the wheel 12. Consequently, the vehicle braking system 10 does not significantly slow or decelerate when the brake pad 35 is in the second position.